



Request for City Council Committee Action From the Department of Public Works

Date: January 6, 2004
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Referral to: Honorable Barb Johnson, Chair Ways & Means Committee

Subject: **LaSalle Avenue South Street Reconstruction Project.**

Recommendation:

1. Approve the project layout, dated December 18, 2003, for reconstruction of LaSalle Avenue South from Grant Street West to approximately 200 feet South of Franklin Avenue West.
2. Adopt a resolution directing the City Engineer to proceed with a formal request for a variance from State Aid for 9' wide parking lanes on LaSalle Avenue South from Grant Street West to North side of the I-94 overpass bridge and from the South side of the I-94 overpass bridge to Franklin Avenue West.
3. Authorize Public Works to negotiate with private property owners to acquire and execute easements and additional right of way, if necessary.
4. Adopt a resolution holding harmless the State of Minnesota from actions that may arise from granting of a variance that would permit the reconstruction of LaSalle Avenue South from Grant Street West to North side of the I-94 overpass bridge and from the South side of the I-94 overpass bridge to Franklin Avenue West with a 9' wide parking lanes rather than the 10' width required by the Minnesota State Rules.

Prepared by: Shawn O'Keefe, P.E., Engineer, 673-2518

Approved by:

Klara A. Fabry, P.E., City Engineer, Director of Public Works

Presenters: Shawn O'Keefe, P.E., Engineer, Public Works

Financial Impact (Check those that apply)

☒ **X** No financial impact - or - Action is within current department budget.
(If checked, go directly to Background/Supporting Information)

- ☐ Action requires an appropriation increase to the Capital Budget
☐ Action requires an appropriation increase to the Operating Budget
☐ Action provides increased revenue for appropriation increase
☐ Action requires use of contingency or reserves
☐ Other financial impact (Explain):

☐ Request provided to the Budget Office when provided to the Committee Coordinator

Background/Supporting Information Attached:

Project/Scope

- LaSalle Avenue South from Grant Street West to Franklin Avenue West is a Municipal State Aid Street (MSA) designated as MSA 159 and a main corridor out of Downtown. This section of roadway is 0.55 miles in length with an existing Average Daily Traffic (ADT) volume of 10,500 and a projected 2024 ADT of 11,800.
- LaSalle was last constructed in 1964, seal coated in 1986. The existing roadway surface was last evaluated in 2001 and assigned a Pavement Condition Index (PCI) rating of 43 out of a possible 100. The PCI score quantifies a pavement's overall performance and is based on measurements of roughness, surface distress, skid resistance, and deflection.
- The existing roadway consists of an 11' wide parking/afternoon peak drive lane, two 11' wide drive lanes, and a 7' wide parking lane.
- The proposed roadway will consist of two 11' wide drive lanes, and two 9' wide parking lanes.
- Public Works has worked with the affected property owners and neighborhood associations to develop the proposed project layout.
- This project requires a variance from State Aid for the proposed 9' wide parking lanes from Grant Street West to North side of the I-94 overpass bridge and from the South side of the I-94 overpass bridge to Franklin Avenue West. Minnesota Rule 8820.9936: "Geometric Design Standards, Urban; New or Reconstruction Projects" requires 10' parking lane width on MSA roadways with ADT \geq 10,500.

Schedule, Costs and Funding

- The construction of this project is scheduled for 2004.
- The estimated cost of this project is \$2,953,000, of which \$1,934,000 will be funded with MSA funds, \$603,000 will be funded by Net Debt Bonds (NDB), and \$416,000 will be funded by Assessment Bonds (ASSMB).

Purpose

The purpose of this action is as follows:

- Obtain Council Approval of the project layout.
- Adopt a resolution directing the City Engineer to proceed with a formal request for a variance from MSA for parking lane widths on LaSalle Avenue South from Grant Street West to North side of the I-94 overpass bridge and from the South side of the I-94 overpass bridge to Franklin Avenue West.
- Direct Public Works to enter and execute cooperative agreements as necessary, authorize Public Works to negotiate with private property owners to acquire easements and right of way, if necessary.
- Adopt a resolution holding harmless the State of Minnesota from actions that may arise from the granting of the aforesaid variance.

Attachment 1 - Project layout, dated December 18, 2003 for reconstruction of LaSalle Avenue South from Grant Street West to Franklin Avenue West.

cc: Council Member Lisa Goodman, Ward 7

LaSalle Ave Paving from Grant St to Franklin Ave

Ordinances for LaSalle Ave											
Street From:	Street To:	ROW		Roadway		Boulevard		Sidewalk		Next to Lot	
		Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
12th St S	8th St S	40	40	27	27	0	0	13	13	0	0
Grant St W	12th St S	30	30	22	22	0	0	7.5	8	0.5	varies
Grant St W	12th St S	30	30	22	22	0	0	varies	varies	varies	varies
Grant St W	12th St S	30	30	22	22	0	0	8	8	10	10
Groveland Ave	Grant St W	30	30	20	20	0	0	7.5	8	0.5	varies
Franklin Ave W	Groveland Ave	30	30	20	20	0	0	7.5	7.5	2.5	2.5
Franklin Ave W	Groveland Ave	30	40	20	30	0	0	7.5	10	2.5	0

Geometric Design Standards

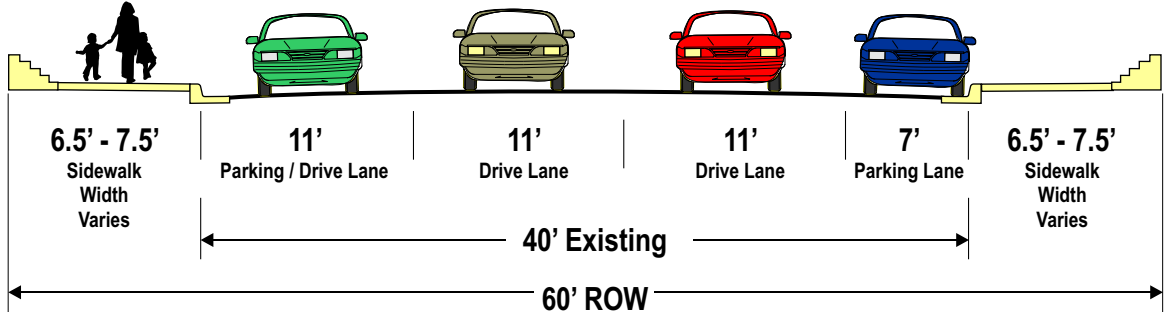
New or reconstruction projects for urban roadways must meet or exceed the minimum dimensions indicated in the following design chart.

Functional Classification & Projected Traffic Volume	Design Speed mph	Lane Width (A) feet	Curb Reaction Distance (E) feet	Parking Lane Width feet
Collectors or Locals with ADT < 10,000	30 - 40	(B) 11	2	8
	Over 40	12	2	10
Collectors or Locals with ADT > 10,000 & Arterials	30 - 40	(B) 11	(C) 4	10
	Over 40	12	(C) 4	(D) 10

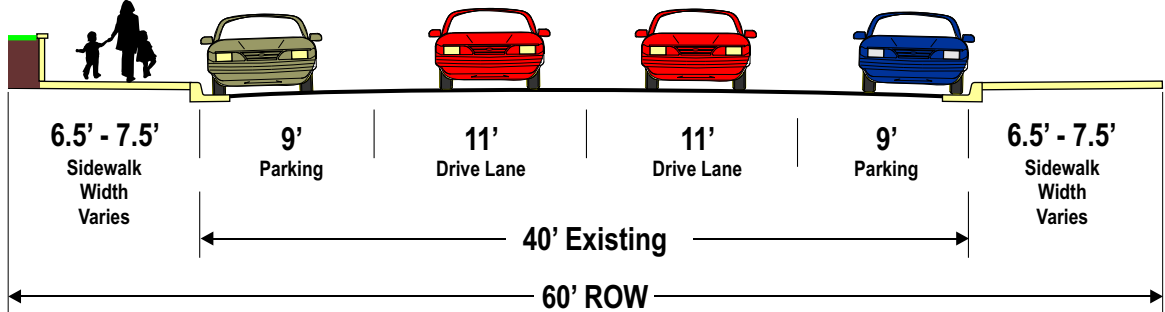
(A) One-way turn lanes must be at least ten feet wide, except 11 feet is required if the design speed is over 40 mph.
(B) Wherever possible, lane widths of 12 feet rather than 11 feet should be used.
(C) May be reduced to two feet if there are four or more traffic lanes or on one-way streets.
(D) No parking is allowed for six or more traffic lanes or when the posted speed limit exceeds 45 mph.
(E) Curb reaction must be provided only where parking is not provided.

One-way streets must have at least two through-traffic lanes.
When a median is included in the design of the two-way roadway, a one-foot reaction distance to the median is required on either side of the median. Minimum median width is four feet.

Minnesota Rules 8820-9936 Geometric Design Standards, Urban; New or Reconstruction Projects.



Existing - LaSalle Ave - Grant St to Franklin Ave



Proposed LaSalle Ave - Grant St to Franklin Ave
No Bike Lane
Note: Need Variance for 9' Parking



Grant to 14th



Oak Grove




Bridge to Groveland



Groveland




Franklin





MINNEAPOLIS
DEPARTMENT OF
PUBLIC WORKS

June 10, 2003
September 22, 2003
November 21, 2003


**NORTH**


LEGEND

 Parking

 Sidewalk

 Signal

 Bus Stop

 Direction of Travel,
Pavement Markings

